South Central Railway are maintain.
ing a sactisfactory revel of 'punctuality percentage.

However, the performance of 70471 7048 Gentami Express has hot been very satisractory during the recent past due to various reasons such as accidents, bad weather, engineering restrictions, equipment failures etc.

(c) Intensive chasing and daily monitoring at deferent leveis holding of daily punctuality meeting both at Divisional and Headquarters' level and foot Plating by senior officers of different Departments.

Accident of Godavari Egress Train

535. SHBI YERRA NARAYANA-SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whethetr it is a fact that the Government Express in South Central Railway was involved in a serious accident in February, 1905;

(b) if ' so, the details thereof; and

(c) the cause of the accident?

THE MINISTER OF RAILWAYS (SHRI C. K. JFFIER SHARIEF): (a) and (b) On 8.2.95, at about 0140 hrs., while 7003 Hyderabad-Visakhapatnam Godvari Express was passing thorugh Bhimadole station on Vijayawada-Rajabmundry section on Vijayawara Division. 8coarhes of the train derated- As a result of this accident, 10 nassengers sustained injuries, including 2 grivous

.(c) The Commissioner of Railway Safty South Cental Circle has al-read'- held statutory inquiry and his report indicating the cause of the accident, is awaited.

Track reneewal in Stuth Central Railway

536. SHRI YERRA NARAYANA-SWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that South Central Railway has embarked On a programme of track renewal;

(b) whether it is also a feet that the targets for track renewal are not being achieved; *and*

(c) if so, the status of targets and achievements on this matter in S.C. Railways?

THE MINISTER OF RAILWAYS (SHRl G. K. JASFER SHARIP): (a) Targets for track renewals are fixed annually for all Railways prioritising s.retehes on safety/condition basis. Every Railway fodlows the programme set for it every year. The pro. gramme of Track Renewals on Southe Central Railway also follows the same procedure.

(b) No, Sir.

In fact the Railway has been eX-ceed'ng the targets set for it every year.

(e) In 1993-94 S.C. Railway achieved a progress of 400 km. (CTR) Units) against a target of 350 km for track renewals and currently, up to January, 95, the Railway has already carried out 306 kms. of tracks ren wals against a propo-tionete target of 301 kms. It is expected that for the year 1994-95 the S.C. Railway would achieve better pro-gress than the annual target of 340 kms.

Derailment of Udyan Express Train

537. SHRI V NARYANASAMY:
SHRl G Y. KRISHNAN:

WTO the Minister of RAILWAYS be pleased to state-

(a) whether there was a ghastly taain accident on 31st December, 1994 when Bangalore bound UdYan Express from Bombay deralled near Bangalore;

(b) if so, the cause of accidet and whether any enquiry has been made in this regard;

(c) how many people lost their lives and how many injured;

(d) the compensation amount paid by Govemment to the kith and kin of the dead; and

(e) the steps taken to prevent re. currence of such accidents in future?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF). (a) On 31-12.94 6529 Dn. Bombay VT Bangalore City Udyan Express derailed between Yelahanka and Chen-nas-uidra stations on the Dharma-varam-Bangalore City section of Ban. galofe Division of Southern Railway.

(b) The Anal report of the Com missioner of Railway Safety, South ern Circle, who investigated the cau se of the accident, is awaited.

(c) In this accident, 8 persons lost theu- lives and 21 persons were griev ously injured. 27 persons also suffer ed trivial injuries.

(d) Payment of compensation to the dependents of killed and injured will be arranged on receipt of judge, ment and decree of Railway Claims Tribunal, Bangalore, However, an ex-gratia amount of Rs, 1,00,250/- has already been paid to the families of killed and to the injured passen gers.

(e) The following safety measures have been taken to arrest accidents: —

(i) Nearly 17,000 drivers with less than 10 years active driving service have been special, ly screened and deficient drivers given out.of-course crash training.

(ill 40,000 station staff have also been subjected to an out.of course scheening and deficient staff were imparted non-scheduled safety training.

(iii) Instant Action Groupg have been launched on certain nominated trains to chck entry of unauthorised passengers in reserved coaches or persons carrying infiammiable| explosive material.

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iv) Regular counselling of staff is done to prevent accidents.

(v) Stringent action, to the extent of 'dismissal' or 'removal' from service, is being imposed on staff causing serious train accidents,

(vi) The elimination of collisions hag been made as one of the mission areas for the General Managers of the Railways,

((vii) Nearly 60,000 of staff attended Safety Camps and refresher training courses during the last one year.

(viii) Overdue track renewals on all important routes are being liquidated.

(ix) 500 unmannend level crossings are being manned at a cost of Rs. 25 crores.

(x) The track circuiting works on Rajdhani and Shatabdi routes have been speeded up,

(xi) Carriage and wagon examination of rolling stock has been strengthened and rationalised.

Upgradation of suburban railway services

538. SHRI K. M. KHAN: Will the Minister of RAILWAYS be pleased to state:

(a.) whether Government propose to upgrade the suburban railway sys-